

Rezoning Transportation Analysis

Petition Number: 2020-103

General Location Identifier: 21337101

From: Lakisha Hull, AICP, LEED AP BD+C

Lakisha.Hull@ci.charlotte.nc.us

704-432-5492

Reviewer: Lynda Jensen

Lynda.Jensen@ci.charlotte.nc.us

980-475-1113

Revision Log:

Date	Description
08-23-2020	First Review
09-29-2020	Second Review
10-26-2020	Third Review

General Review Information

This site is located at the intersection of Providence Road (State-maintained, Major Thoroughfare Road) and Alexander Road (City-maintained, Minor Thoroughfare Road). The site is located in a Wedge and is outside of Route 4.

Active Projects Near the Site:

- No Projects near the site.

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the Transportation Action Plan (TAP), Vision Zero, Urban Street Design Guidelines (USDG), Center, Corridor and Wedges, Charlotte BIKES, Traffic Impact Study Guidelines and Charlotte WALKS. With a commitment to design complete streets, this review is to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site is located at the intersection of Providence Road, a Major Thoroughfare Road (State-maintained) and Alexander Road, a Minor Thoroughfare Road (City-Maintained). CDOT has participated in two community meetings (09/23/2020 and 10/15/2020) and received email correspondence from community residents in regard to mobility concerns. On October 15, 2020, at Transportation Technical Memorandum (TTM) was submitted by the petitioner to CDOT and NCDOT for review. The TTM assumed a 2% growth rate to the build year of 2022 to account for approved developments and background traffic. As stated as an outstanding issue below, the TTM is to be updated to include a safety focus to review recent bicycle and pedestrian accommodations, ingress/egress and u-turn movements as related to this site since it is adjacent to a high speed, high volume roadway, such as Providence Road.

In September 2020, the petitioner submitted an updated site plan to City staff, which included a reduction in the number of proposed residential units, from 87 to 71 units. The trip generation has also been reduced from 620 to 500 daily vehicle trips. Since CDOT's first review, a deed survey has been provided that shows an existing public right-of-way of 64.9 feet, clarifying a 100-foot dimension that is incorrectly shown on Charlotte Explorer for the public right-of-way along Providence Road. Since the Providence Road Feasibility Study (FS-1810D) is suspended, the future curblineline will be determined by NCDOT and also with CDOT and Planning Departments, for consistency with the Urban Residential Zoning District. For this petition, Providence Road will need a 100 foot right-turn lane into the site. The existing public right-of-way

Rezoning Transportation Analysis

Petition Number: 2020-103

General Location Identifier: 21337101

is approximately 64.9 feet, as measured from the center line to the property line, shall be maintained. No abandonment of public right-of-way is allowed under this petition. The new driveway stem from Providence Road is required to provide a 50 ft distance from the public right-of-way. The petitioner shall update the conditional site plan to address the following outstanding issues below:

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	2 units	20	Tax Record
Entitlement with Current Zoning	Single Family (R-3, 5.92 acres)	17 units	205	General Guidance from Planning
Proposed Zoning	Townhomes	87 units	620	Site Plan: 6-11-20
Proposed Zoning	Townhomes	71 units	500	Site Plan: 10-12-20

Please provide responses to our comments.

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Curblines:** Within the Urban Residential Zoning District (Sec. 9.406), the curb lines are to be determined by the Charlotte Department of Transportation in conjunction with the Planning Department staff. The proposed zoning district has a setback measured from back of the existing or future curblines.
 - Providence Road (NCDOT): Revised Comment (10/26/2020):** The existing public right-of-way is provided at 64.9 (per deed survey). A future curblines dimension as determined by a final feasibility study is not available at this time, due to the Providence Road Feasibility Study (FS-1810D) being suspended. The future location of the curb and gutter for the future curblines on Providence Road will be determined by the feasibility study. At a minimum, per the completion of the TTM (see Outstanding Issue 2) and further review of Planning Department staff, an easement may be required to accommodate pedestrian (i.e. 12' Multi-Use Path) and /or bicycle facilities. ~~The location of curb and gutter may be required to be moved to allow for a wider thoroughfare - 100 feet from road centerline.~~
 - Alexander Road (CDOT):** ~~The future location of curb and gutter is in its existing location.~~

~~With the addition of a right turn lane on Providence Road, the site plan should show the curb and gutter labeled and dimensioned from the centerline for Providence Road.~~

- Traffic Study - Revised Comment (10/26/2020):** The petitioner submitted a TTM to CDOT staff on 10/15/20. NCDOT has received the TTM as well and their review is ongoing. The petitioner should revise the TTM to address analysis of transit, pedestrian, bicycle, and vehicular safety. The updated TTM should include feasibility of midblock crossing on Providence Road. The petitioner shall contact CDOT for the most recent crash data at the intersection of Providence and Alexander for the analysis, as the crash data referenced in the first TTM is inaccurate. Additionally, the petitioner shall update all trip generation tables with correct unit counts. The petitioner discussed reviewing safety concerns, as per meeting notes from a virtual community meeting held on September 1, 2020. The petitioner shall provide a Traffic Impact Study or a Transportation Technical Memo (TTM) with a safety focus, that will study the design and operation of the proposed driveway to Alexander Road as well as the design of the driveway to Providence Road. The TTM shall also include safety measures for consideration of access and movements at the intersection for mitigating trips generated by this petition. A Traffic Impact Study is not necessary for the

Rezoning Transportation Analysis

Petition Number: 2020-103

General Location Identifier: 21337101

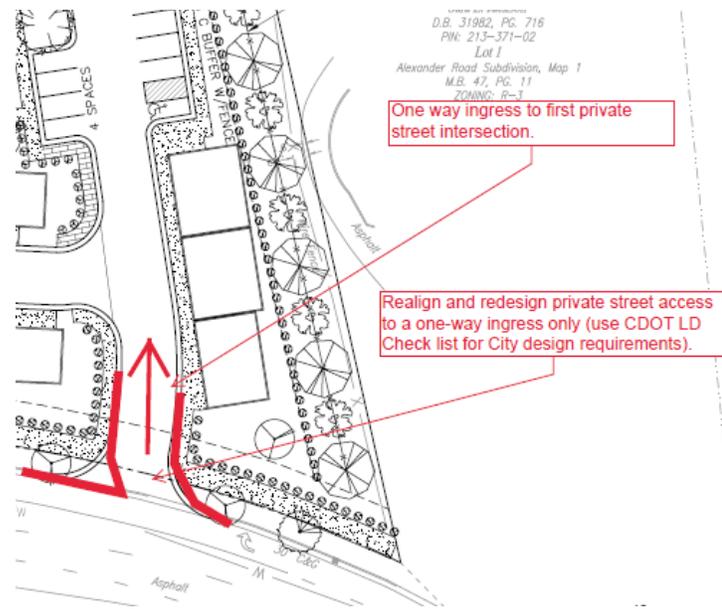
complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, a traffic study will be required.

3. **(Revised Comment (10/26/2020):** See Outstanding Issue 1. The petitioner will maintain the existing public right-of-way along Providence Road of 64.9 ft (per deed survey) from the Providence Road's centerline to the subject property line. The site plan should label and dimension the right-of-way from the road centerline. The deed survey reconciles any inconsistencies shown on Charlotte Explorer of 100' foot right-of-way. The petitioner should revise the site plan and conditional note(s) to commit to dedicate 50-foot right-of-way from the Providence Road centerline. The site plan should label and dimension the right-of-way from the road centerline.
4. Resolved: The proposed dwelling units per acre exceeds 12. Per Chapter 20 Subdivision ordinance, the petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk along Providence Road and Alexander Road. The wider sidewalk also meets the Charlotte WALKS Policy. The site plan should label and dimension both items from the back of curb and gutter and road centerline.
5. Resolved: The petitioner should revise the site plan and conditional note(s) to accommodate a height check and possible replacement of guardrail on Providence Road for safety.
6. **(Revised Comment 09/23/2020):** While a feasibility study had been initiated for Providence Road/NC 16 under FS-1810D, the study has been suspended due to funding challenges. The petitioner should include a site plan conditional note that states "The Petitioner will coordinate with NCDOT for future right-of-way dedication or reservation for Providence Road widening as determined under the future feasibility study". Providence Rd/NC 16 feasibility study has been suspended; unsure if ROW will be needed in the future for 6 lanes, a large intersection, etc. The abandonment needs to be deferred until the feasibility study is complete and it has been determined that future widening is unlikely.
7. Resolved: The petitioner should revise the site plan conditional note "3. Access and Transportation, Section H" to add a note specifying dedication and fee simple conveyance of all rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests right of way set at 2' behind back of sidewalk where feasible.
8. Resolved: The petitioner should revise the site plan conditional note "3. Access and Transportation, Section I" to add a note specifying all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
9. **Revised Comment per revised site plan (10/26/2020):** The petition is requesting an Urban Residential – 2 (UR-2) Zoning District, which provides regulations on public and private street design for conditional plans. The petitioner shall revise the Alexander Road site plan to realign and redesign private street access to a one-way ingress only (refer to the CDOT LD checklist for City design requirements). Feasibility of a raised median on Alexander Road shall be considered. Petitioner will provide the ISD for the driveway on Alexander Road and the intersection of Providence Road and Alexander Road, both horizontal and vertical included to show distance meets CDOT's Sight Distance Policy and AASHTO's A Policy of Geometric Design of Highways and Streets.

Rezoning Transportation Analysis

Petition Number: 2020-103

General Location Identifier: 21337101



10. ~~Resolved: New Comment per revised site plan (9/29/2020): The petitioner should revise the site plan and include conditional note(s) for a 50-ft driveway stem from Providence Road's public right-of-way to the first intersection, as per NCDOT.~~
11. ~~Resolved: New Comment per revised site plan (9/29/2020): Per the site conditional note '8-A.CATS', coordination of the bus location shall also be reviewed by NCDOT for input on the location along Providence Road. The bus waiting pad shall provide a safe pedestrian path to the intersection of Providence Road and Alexander Road to encourage crossing at an existing signalized intersection.~~
12. **Revised Comment per revised site plan (Accela Site Plan Uploaded on 10/12/2020):** Please update site conditional note 7.c. to include CDOT staff contact: "To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>"
13. ~~Resolved~~ Sample format for comment that is resolved

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. The setback for this district is measured from the back of the existing or future curpline as determined by CDOT and Planning during the permitting process.
2. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte.
3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on North Carolina Department of Transportation on NCDOT maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan.

Rezoning Transportation Analysis

Petition Number: 2020-103

General Location Identifier: 21337101

4. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and the North Carolina Department of Transportation on NCDOT maintained streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.